

ATTACHMENT 11
Line A, Homeland/Romoland Flood Control System
City of Menifee

1. Included Regional Project or Programs

This Project consists of Segments 2, 3 and 4 of Line A of the Homeland/Romoland Flood Control System. Segment 1 consists of two upstream detention basins and their interconnecting channel. Segment 1 was awarded a \$1 million dollar grant by DWR in the first round of this program and is currently under construction. Segments 2 and 3 connect from Segment 1 to the I-215 Bridge. Segment 4 adds additional width to the Bridge and extends the open channel to the San Jacinto River. Segment 4 will be funded and constructed by our Partner, the Riverside County Flood Control and Water Quality District. The project partners also include Eastern Municipal Water District, Elsinore Valley Municipal Water District, Southern California Edison, the City of Perris, the City of Canyon Lake and Parris Union High School.

The goals and objectives of the Project are to: (i) Provide protection from historic flooding and remove impacted properties from the 100 year flood plain; (ii) Improve water quality by reducing top soil erosion and pollutants and implementing water quality BMPs; (iii) Construct drainage basins and remove 500,000 tons of silt and debris that currently flow to the San Jacinto River, thereby assuring higher quality water supply to both Canyon Lake and Lake Elsinore; (iv) Provide flood control protection for the recently flooded Heritage High School, the fire station, existing Edison substation, businesses and homes (v) Recharge the local groundwater basin and create an infiltration area for recharge during low level storm events; (vi) Create community parks, trails and recreation facilities with drought-resistant landscaping for use by local residents; (vii) Facilitate new development and provide permanent jobs in an existing community with high unemployment rates.

To date, local property owners within the Area Drainage Plan ("ADP") have already contributed \$28.5 million in funding to finalize all of the planning and design work for the Project, as well as to purchase all necessary rights-of-way and complete all CEQA documentation to allow construction of the Project to begin immediately. These same property owners have also voted to establish a Community Facilities District on their properties to provide further funding for the second through fourth phases of the MDP Program.

2. Integrated Water Management Programs and Projects

The Project will intercept runoff from rugged terrain and store the effluent in two large detention basins. The attenuated flows will then be discharged into a series of open earthen channels that will ultimately be discharged into the San Jacinto Channel upstream of Canyon Lake. The Project will remove a large area from the FEMA Zone A flood plain, including (once all four phases are completed) EMWD's operation center and wastewater treatment plant. In the process of detaining the flows and channelizing the runoff, the Project will remove silt and debris and minimize the amounts of nitrogen, phosphorus and other chemicals that would otherwise be included in the runoff that would have flooded local farm fields. This will help the Canyon Lake TMDL Task Force meet their goals, and will ultimately also improve the water quality in Lake Elsinore. The Cities of Menifee, Perris, Canyon Lake, Lake Elsinore, Wildomar, San Jacinto, SAWPA, EVMWD, the County of Riverside, Riverside County Flood

Control and Water Conservation District (RCFCD”), EMWD and 10 other public agencies are member agencies to this task force. There will be widespread benefit to all of these entities from this Project.

3. Resolve Significant Water-Related Conflicts within or between Regions

Segment 1 of this project include with the first DWR Grant captures and stores the average annual storm event within each of the two detention basins. Segment 2, 3 and 4 included with this grant will infiltrated into the earthen bottom of the channels a significant percentage of the flow (the channel bottom area is over 60% of that of the detention basins. The Project channelizes the flow within the alluvial flood plain and removes the absorption of chemicals, agricultural wastes and other pollutants from the watershed. By protecting existing drinking water sources, the Project will reduce the need to import potable water and/or purify contaminated water. Project’s function is similar to that of the much larger San Joaquin Delta System, and it meets the goals of the California Water Plan Update 2009

The Project was designed to protect the watershed for a 100 year frequency storm event based up local hydrology methods developed by our team member, RCFCD. This methodology is consistent with that of DWR. The City and its partners will adopt DWR's flood management, reporting and coordination approach to insure that we properly coordinate flood control activities including basin discharge in real world time so that we can properly react to impending storm events.

The project will stabilize the two water reservoirs, Canyon Lake and Lake Elsinore. The sedimentation of the lakes will be greatly reduced and the water entering the lakes will contain less pollutants from unrestricted flows.

4. Contribute to Attainment of CALFED Bay-Delta Program

This project is similar to the Bay – Delta system. It will not contribute the attainment of the CALFED Bay-Delta Program.

5. Addresses Water Supply or Water Quality Need of Disadvantaged Communities

The project lies within the Homeland Census Designated Place (CDP) and the Romoland CDP. These CDPs had unemployment rates of 28.7% and 23.6%, respectively, as of July 2010 (see Exhibit 11.1, California Economic Development Department Unemployment Estimates by Place in Riverside County, July 2010). Additionally, median incomes for these two CDPs are approximately 56.3% and 77.8%, respectively, of the median income for the Riverside-San Bernardino Metro Statistical Area (based on data from the 2000 Census). Exhibits 11.2a through 11.2g contain a series of pictures that reflect the existing type of development located within the Project area, as well as the type of flooding that can occur as the result of a storm event. Assisting existing property owners in the area to protect their properties and to enable them to function immediately after a storm event is a primary objective of this Project.

In addition, as local residents are in need of new housing, employment and infrastructure improvements, and as local public agencies are financially unable to assist in funding these types of projects, the completion of the Project will lead to increased opportunities for existing residents. The completion of the MDP would eventually result in the addition of 41,555 housing units (including affordable housing) and 35,091,667 square feet of non-residential development, leading to 229,454 one-time construction jobs and 129,743 permanent jobs (See Exhibit 11.3, Ethanac Corridor EIS Summary), with over \$3 billion of annual economic output being added to the community at buildout. In

addition to these economic benefits, the Project will provide significant public health and safety benefits to local residents, as well as lower their flood insurance rates.

A major component of future development in the Project area will be affordable housing. The City is currently preparing its own new General Plan, but the existing County of Riverside General Plan includes a Housing Element calling for local assistance to encourage affordable housing (see Exhibit 11.4). Such assistance includes policies within the Housing Element that encourage the funding of off-site infrastructure and the expansion of existing infrastructure to make available more sites to build affordable units. Furthermore, as the Project is located within the County Redevelopment Agency's designated Romoland Redevelopment Sub-Area (see Exhibit 11.5), the City intends to utilize redevelopment tax-increment setaside monies to fund affordable housing in the area made habitable as a result of the Project.

6. Integrate Water Management with Land Use Planning

Recreation improvements include 865 acres of parks and open space and a comprehensive trail system (see Exhibits 6.1.a and 6.1.b). This will provide additional recreational opportunities to an area that has a high incidence of low-income residents living on substandard, small lots with little open space and few parks. These benefits, along with the protection of 65 acres of floodplain, will be shared by the population currently residing within the area and future residents and businesses, including residents who qualify for affordable housing based on their low incomes.

The County Redevelopment Agency has designated the MDP Watershed as part of its Community Revitalization Program (see previous Exhibit 11.5). The Community Revitalization Program includes plans for renovated public facilities, landscaping and various beautification projects, as well as enhancements to housing stock through the County Economic Development Agency, as well as the County's Senior and Mobile Home Repair Program. The Project will bring water and flood control infrastructure to an area that does not have nearby connections to sewer, water and other utilities at this time.

The anticipated mix of residential and non-residential land uses within the MDP Watershed once all new development has been completed will have an on-site jobs/housing ratio of 1.84 (see Exhibit 11.3, Table 5), compared with the County average of 0.95. SCAG projects a 30% reduction in commuting distances as compared with a standard development in the region (see Exhibit 12.4, page 11). The construction of a South Perris Metrolink train station will further decrease vehicle usage, and the elimination of flooding in the parking lot of the existing Perris Valley Metrolink station will increase the use of that station during storms (See Exhibit 12.4, page 13). Finally, the planned comprehensive trail system will encourage walking and bike-riding, thus further reducing the number of vehicle-miles traveled and the resultant CO2 emissions.

7. Flood Control and Prevention

The current hydrology of the watershed for the Project area can be described as upstream rock and mountainous terrain discharging onto a moderately sloped lower alluvial floodplain. The runoff from the mountains can flood much of the lower alluvial floodplain, as was evident in the relatively moderate

storms in 2009-2010, which resulted in a number of road closures and evacuations. The detention basins that will be located in the upper portion of the watershed will collect and hold large storm volume runoff, discharging it in a controlled fashion while allowing the storm runoff to infiltrate into the groundwater basin. The downstream channels will reduce further erosion that creates sediment deposition and other pollutants, thereby reducing impacts to the downstream water bodies. These downstream channels have been designed and have all CEQA clearances and can be constructed as funding is available.

The Project incorporates many Ahwahnee Principles. It combines resources from multiple agencies and stakeholders, creating an integrated, regional planning and infrastructure solution. Water Principles implemented will include the creation of wetlands, the improvement of water quality and the recharging of groundwater. Development that results from the project will employ Resource Efficient Principles, including the planned “greening” of the drainage channel to provide an urban greenbelt in an area that has historically been an industrial-use area. This will provide a critical link within the regional trails plan for bicycles, pedestrians, and equestrians, and will provide wildlife habitat areas. Economic Development Principles include the completion of a flood control facility that will strengthen the economy and job base of an area with existing development and previously disturbed land. Livable communities will be promoted by the development of new retail, entertainment, and job-generating land uses.

8. Statewide Priorities

It is anticipated that climate change will lead to higher atmospheric temperatures and increased water demand in the coming years. As a result, infrastructure projects that support improved water conservation within the Project area will be a key factor in the area’s ability to adapt to climate change. The Project will promote water conservation by (i) reducing the need to import potable water and/or purified contaminated water by protecting drinking water sources, such as Canyon Lake and Lake Elsinore, from septic system contaminants and non-point source pollution, (ii) recharging the local groundwater basin during low level storms in order to create reliable, long term sources of clean water for the Project Area, (iii) emphasizing drought-resistant landscaping, and (iv) constructing storm drains and detention basins that will improve the area’s stormwater management and flood protection capabilities, as well as capture water that can be put to productive use.

It is expected that the Project will reduce greenhouse gas emissions by approximately 608 metric tons of CO₂ per year (see Exhibits 12.1 and 12.2 for calculation and supporting data) as a direct result of the reduced need to use imported water. More generally, 19% of electrical energy and 30% of natural gas consumed in California is utilized for the delivery, treatment, and disposal of water (see Exhibit 12.3 for additional information). The more general water conservation-related aspects of the Project, including protecting local potable water sources during storm events (see Exhibit 12.4, page 7) and emphasizing drought-resistant landscaping (see Exhibit 12.4, page 9) will also lead to reduced energy use and decreased greenhouse gas emissions.

Furthermore, the anticipated mix of residential and non-residential land uses within the MDP Watershed once all new development has been completed will have an on-site jobs/housing ratio of 1.84 (see Exhibit 11.3, Table 5), compared with the County average of 0.95. SCAG projects a 30%

reduction in commuting distances as compared with a standard development in the region (see Exhibit 12.4, page 11). The construction of a South Perris Metrolink train station will further decrease vehicle usage, and the elimination of flooding in the parking lot of the existing Perris Valley Metrolink station will increase the use of that station during storms (See Exhibit 12.4, page 13). Finally, the planned comprehensive trail system will encourage walking and bike-riding, thus further reducing the number of vehicle-miles traveled and the resultant CO2 emissions.